

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1309. 日三初月八年五十二緒光

THURSDAY, SEPTEMBER 7, 1899.

四拜禮

號七月九英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID-UP) Yen 12,000,000
RESERVE FUND " 7,300,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKYO.
NAGASAKI. KOBÉ.
LYONS. LONDON.
SAN FRANCISCO. NEW YORK.
BOMBAY. HONOLULU.
TIENTSIN. SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

S. CHOH, Agent.
Hongkong, 1st August, 1899. [382]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIENS, Esq., Deputy Chairman.
E. GOETZ, Esq.

A. HAUPT, Esq. A. J. RAYMOND, Esq.
R. H. HILL, Esq. P. SACHSE, Esq.
The Hon. J. J. KEWICK, Esq. E. SHELL, Esq.
A. McCONACHIE, Esq. R. SHEWAN, Esq.

CHIEF MANAGER: HONGKONG—SIR THOMAS JACKSON.

MANAGER: SHANGHAI—J. P. WADE GARDNER, Esq.
LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4½ per cent. per annum.

THOMAS JACKSON, Chief Manager.
Hongkong, 19th August, 1899. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.

Hongkong, 1st August, 1899. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SHANGHAI TELS.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:
CANTON. HANKOW.
CHEFOO. PEKING.
CHUNKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3½ per annum Fixed Deposits for 3 months.
4½ " " " 6 " "
5½ " " " 12 " "

E. W. RUTTER, Acting Manager.

Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE: HONGKONG.

Board of Directors:
Chan Kit Shan, Esq.
Chow Tung Shing, Esq. Kwai Hoi Chai, Esq.
D. Gillies, Esq. J. T. Lauts, Esq.

Chief Manager: GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed " 5%
Hongkong, 30th May, 1899. [8]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL AND RESERVE FUND £1,000,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months " 6 per cent.
" " " 6 " " 5 " "
" " " 3 " " 4 " "

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 20th May, 1898. [31]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	Formosa	A. G. Cabrit, R.N.R.	10 A.M., 8th Sept.	Freight or Passage.
SHANGHAI	Coromandel	F. W. Vibert, R.N.R.	About 15th Sept.	Freight or Passage.
LONDON	Bengal	S. Barcham	Noon, 16th Sept.	Freight or Passage.
JAPAN	Rosetta	C. C. Talbot, R.N.R.	4 P.M., 16th Sept.	Freight or Passage.
JAPAN	Candia	W. H. Haughton, R.N.R.	About 18th Sept.	Freight only.
LONDON	Canton	C. F. Lockstone, R.N.R.	About 21st Sept.	Freight or Passage.

(Passing through the Inland Sea.) (See Special Advertisement.)

W. MARSEILLES.

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 7th September, 1899. [15]



"CANADIAN CLUB." RYE WHISKY.

Distilled and bottled by:

HIRAM, WALKER & SONS, Limited.

Age and Genuineess Guaranteed by the Excise Department of the CANADIAN GOVERNMENT by Certificate over the Capsule of every Bottle.

Has the Largest Sale of any RYE WHISKY in the World.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
SOLE AGENTS.

15, Queen's Road, Hongkong, 5th September, 1899. [15]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1899. [36]

HONGKONG HOTEL

AND

RESIDENCE.

On Monthly Terms from 1st May, 1899.

CLUB WHISKY
IS THE BEST.

\$12.00 ... PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.

GREAT CLEARANCE SALE ON MONDAY, 4TH SEPT., AND THE ENSUING WEEK. STARTLING REDUCTIONS. FOR ONE WEEK ONLY.

W. POWELL & Co.,

Immed. Opposite P. O., 1st floor.

Intimations.



WE ALL DRINK

Schlitz
THE BEER
THAT MADE MILWAUKEE FAMOUS

" 'Twas Schlitz that led the Yankee boys to Victory " ! ! -

Thats' what they all say.

If it's hot, you must drink and Schlitz is the swizzle.

Drink it down boys! It was the best beer on the firing line and can't be beat in Hongkong!

Dewey Drinks It!!!

Ask for it and be cool!

Wash Manila from your systems!!

WATKINS, LIMITED.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.

Best Qualities of ASBESTOS GOODS AND PACKINGS.
HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION, of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT: THOS. SKINNER

DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the Railway Station, 1,350 feet above sea level.

CRAIGIEBURN is situated at PUNNETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southern breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street, Hongkong, 4th January, 1899. [38]

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers), 9, Old China Street, Shanghai. [1242]

12th October, 1898.

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ANNUAL ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the General Managers on SATURDAY, the 9th September, at NOON, for the purpose of receiving the Report of the Consulting Committee, and Statement of Accounts to the 31st July, 1899, also for the consideration of the following EXTRAORDINARY RESOLUTION, which will be submitted to the Meeting:

"That in Paragraph 2, Clause XVI. in Articles of Association, the figures '\$1,000,000' be substituted for '\$500,000'."

JARDINE, MATHISON & Co., General Managers.

Hongkong, 26th August, 1899. [10854]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Electric Company, Limited, will be held at the COMPANY'S OFFICES, Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 16th day of September, 1899, at 12 o'clock NOON, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 26th day of August will be submitted for confirmation as a SPECIAL RESOLUTION.

RESOLUTION.
1. That the Capital of the Company be increased to the sum of \$600,000 by the issue of 30,000 New Shares of \$20 each, which shall be considered part of the Original Capital and be subject to the provisions in the Articles of Association contained with reference to calls transfer, transmission, lien, surrender, voting power and otherwise and that the Directors be authorized to issue such New Shares as par.

2. That the said New Shares be offered to the persons who on the 16th day of September, 1899, shall be the Registered Members of the Existing Shares, in the proportion of a New Share for each Existing Share held by them.

By Order of the Board,
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th August, 1899. [10994]

WANTED.
A PORTUGUESE CLERK: must be proficient in BOOK-KEEPING.
Apply "Z.Y.X." c/o This Paper.
Hongkong, 1st September, 1899. [10874]

WANTED.
FOUR LARGE ROOMS on the Ground Floor or First Floor, in or near QUEEN'S ROAD CENTRAL.
Apply to "X." Care of Office of this Paper.
Hongkong, 4th September, 1899. [11334]

Insurances.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

FIRE. MARINE. TYPHOON.

Capital \$25,000,000
Total Assets Excess \$25,000,000
Total Annual Income Excess \$18,000,000

I HAVE This Day OPENED a BRANCH of the MARINE Department of the COMMERCIAL UNION ASSURANCE COMPANY, LIMITED. FIRE, MARINE and TYPHOON RISKS accepted at LOWEST CURRENT RATES.

By Order of the Board of Directors,
W. H. T. DAVIS, Local Manager.

2, Duddell Street, Hongkong, 1st September, 1899. [11224]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1899. [18]

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

SURPLUS
OVER ALL LIABILITIES AMOUNTS TO NEARLY TWELVE MILLIONS STERLING.

This SURPLUS belongs exclusively to Policyholders.

Paid to Policyholders during 1898 OVER \$4,880,000 STG.

WHAT YOU WANT TO KNOW about a **LIFE INSURANCE COMPANY** is just what you want to know about a Bank or any other Institution in which you thought of investing:

What is the company's earning ability as shown by its past history?

What is the outlook for future dividends as indicated by its accumulated Surplus?

These two questions answered, and the rest is of secondary importance.

Apply to the 'EQUITABLE' for full Particulars.

F. KIENE, Acting Manager, Hongkong. [10634]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills.

GROUND FLOOR, 54, PEEI STREET.

OFFICES: 1st floor, No. 10, TRAYA CENTRAL. (Lately occupied by Messrs. MUECHERS & Co.)

"HARFORD" MAGAZINE GALLERY, No. 4, RYDON TERRACE.

Apply to **THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 28th August, 1899. [12]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the Imperial Bank of China).

Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [1384]

A NEW CURE FOR TETANUS.

Treatment of tetanus, or lockjaw, by injections of carbolic acid solution has been remarkably successful in Italy," said Dr. Antonio Fanoni, of No. 66 West Tenth street.

"I thank Dr. George L. Freeman, whose letter has just been published in *The World*, for giving credit where it is due; yet he seems to question the results claimed for the treatment. I am happy to be able to give him the facts. Carbolic acid is a cure for tetanus because it is antiseptic, anti-toxic and antispasmodic. It is administered by hypodermic injection in a solution of from 2 to 3 per cent. in distilled water. The doses are from three to four centigrammes of the solution daily. They have gone as high as thirty-five centigrammes in one day, without any sign of carbolic acid poisoning.

FIRST USED IN ITALY.

Prof. Baccelli, director of the Royal Medical Clinic of the University of Rome, first discovered the merits of carbolic acid as a tetanus cure in 1897. Since then it has been freely used among members of the profession in Italy, Germany, France and Russia. Statistics show that Baccelli's discovery is infinitely superior to the antitoxin treatment of either Tizzoni or Behring.

"I have at hand reports showing that up to last March thirty-one patients have been treated with Baccelli's method, only one of whom died."

"Of forty patients treated with Tizzoni's antitoxin eight died."

"Of eleven patients treated with Behring's antitoxin four died."

"Of nine patients in another country treated with Behring's antitoxin two died."

"All of these methods are far superior to old fashioned treatment, under which seventy out of every one hundred patients died."

MANY MIGHT HAVE BEEN SAVED.

"The World," which is always helping suffering humanity, can accomplish much good by publishing these facts. Think of all the lives that would have been saved if Baccelli's carbolic acid injection had been used in the recent great number of tetanus cases in New York. I think *The World* reported more than eighty-four cases, many of which ended fatally."

IMPROVED COLOUR-PRINTING MACHINE.

The Orloff colour-printing machine, of which a specimen has just been set up in London, is the invention of Mr. Ivan Orloff, chief engineer of the Russian Government Printing Works in St. Petersburg, where 32 of them are now at work printing paper money and bank-notes. Its inventor, who was not a printer but a weaving engineer, originally designed it in order to print elaborate multi-coloured patterns such as would render the forgery of bank-notes impossible by the photographic methods which are frequently applied with success; and it is now being used to produce notes with elaborate interlacing designs, having the most intricate variations of colour, and, as it is stated, so perfectly printed that no two in a million are found to vary in the disposition of their interlaced patterns. The most important feature of the machine is that it prints all the colours used at one operation, instead of requiring a separate impression for each colour, as is the case with present methods of colour-printing. In other words, the paper is passed through it once only. This is managed by mounting on a revolving cylinder all the different printing surfaces required for the different colours, and arranging that the various colour rollers are held off the cylinder except when the appropriate printing surfaces are opposite them. In this way all the surfaces are inked, each with ink of the proper colour. As the cylinder revolves each in turn comes in contact with and delivers a charge of ink to a smaller cylinder that it always presents to the successive printing surfaces carried on the former. Hence all the colours are exactly superimposed on each other and a complete reproduction is obtained on the roller of the coloured design or picture it is desired to print. This in turn is retransferred to a forme on the same large cylinder, and thence printed on the paper by a single impression. Several interesting mechanical devices—such, for instance, as a pneumatic attachment for feeding in the paper—are embodied in the machine, but the great advantage of it is the saving of time and labour it effects, compared with old methods, together with the accuracy of the "register" or fitting-in of the various colours, which, indeed, appears to be a necessity of its construction, so long, at least, as the parts are running true.

AERIAL RESEARCH.

Some interesting experiments were tried at Newbury recently with a balloon and set of instruments for wireless telegraphy by the Rev. J. M. Bacon, Mr. J. N. Maskelyne, and Mr. Nevil Maskelyne. The object was to obtain information on several doubtful points, mostly acoustic. Thus it was intended to test how far it is the fact that, as is generally taken for granted, a sound is heard with greater intensity across the wind than down it, and Mr. Bacon was anxious to obtain further data respecting echoes from the earth heard in a balloon, since certain previous observations of his seem to indicate that observers in a balloon who explode a gun-cotton cartridge hear the echo from the earth much later than appears theoretically correct. On the ground a complete set of apparatus for wireless telegraphy was set up and used for several experiments during the afternoon, but the balloon carried a receiver only, the transmitting instruments being too cumbersome and heavy. To represent the vertical conductor, with which so far the best results have been obtained in wireless telegraphy, a thin wire of long was fastened to the top of the balloon and brought down to one terminal of the coherer in the car, while to the other was attached a wire of equal length, which was allowed to hang down vertically. With a view to increase the efficiency of this an old suggestion of Lord Kelvin's was adopted, and it was made to terminate in a metal vessel full of water, which slowly dropped out by a fine orifice. A successful ascent was made just after 5 o'clock. The balloon moved in an easterly direction, and in about three minutes disappeared in a cloud, not, however, before its occupants had signalled that their telegraphic instruments were in working order. In the next quarter of an hour several gun-cotton cartridges were exploded simultaneously with each other, so that those in the balloon could note the interval between the explosion of the signal and the hearing of the sound. Similarly, according to a pre-arrangement, cartridges were exploded from the balloon, and at least one of these was heard on the ground, an observation of the balloon's altitude being taken at the same time with a sextant. The balloon ultimately descended at Bampton. The acoustical phenomena confirmed those observed at Newbury, but some of the electrical results obtained were somewhat surprising.

A BRITISH VIEW OF AMERICAN INDUSTRY.

"American brag," says the *Literary Digest*, has come to be almost proverbial, foreigners not always appreciating the fact that what is called out brag is half the time due to American conceit. Nowadays, however, we do not have to do all our own bragging; there are others who do some of it for us. We take the following from an article in the *Liverpool Journal of Commerce*, a paper not likely to be prejudiced in favour of the United States even by Anglo-Saxon sympathies:—

"That citizens of the United States are given to 'show their own trumpet' few will deny. Before coming to the point, however, of indulging in so harmless a discharge of gas, which to the British public shows, perhaps, just a little want of taste—it is as well to look around and see if there is not some justification for the American's assumptive right to talk in a tone somewhat above a whisper, and brag of the achievements of his country. Without giving any opinion likely to hurt the susceptibilities of our fellow countrymen, we would state that many of them, especially the manufacturer, to take a journey over to the States and there examine the way things are done, note the machinery that is used in producing goods there, and compare it with that which obtains in similar factories in this country. Above all, moreover, pay particular attention to the workers. To an unbiased person the difference all round can not but be noticeable and favourable to the American. There men work as if they had to, as if their very lives depended upon putting in as much labour as could be crowded into the working hours of a day, as if, indeed, they had a direct interest in the result of their toil. No one would need to go a long way in this country to find men in the pay of any industrial concern loafing about as if they were paid to learn and practise draughts or cards, or amuse their chums with entertaining gossip, when they should be head and ears in their business. . . . It may be said that the American is better paid than his British contemporary, hence this display of energy; but the American gets more, there can be little doubt that he earns it all. And, without condemning the working capabilities or proclivities of our own countrymen, it can not be denied that, generally speaking, the measure of their day's work is gauged by the capacity for work of the poorest workman, or at least of a very indifferent one. This restraining influence upon men of energy and ambition is demoralizing, and has played no little part in the retrograde movement of Great Britain as the world's factory."

Germany, with her technical education and skill, has been looked upon too distrustingly, while America might have had the attention for it is from Western, not Eastern, trade rivals that former British controlled markets are now and will be assailed.

THE NAVAL MANOEUVRES.

"War" was declared on 29th July, and the naval manoeuvres commenced. The primary purpose of these manoeuvres is to gain knowledge in systematic scouting by fast cruisers and also in strategy. A British convoy of ships is coming under escort from Halifax to Milford Haven. The hostile A squadron of twenty-seven ships lying in Belfast Lough plus a torpedo flotilla stationed at Belfast, Kingston, and Waterford puts to sea to rendezvous and capture the convoy, whose whereabouts is unknown. The superior B squadron of thirty ships, mostly slower, located at Milford Haven plus a flotilla of destroyers is sent to sea to protect the convoy and bring it safely into Milford. Vice-Admiral Sir Harry Rawson commands A squadron and B is commanded by Vice-Admiral Sir Copton Dromgole. The A fleet took its departure from Bangor Bay, Belfast Lough, on Saturday morning.

The first news of actual hostilities came from Waterford. A correspondent, telegraphing from Dunmore East, states that at half-past one on 30th July the first-class torpedo-gunboat *Gaisman* and three torpedo-boats of the Waterford flotilla of the A fleet engaged two of the enemy's torpedo-destroyers about two and a half miles west-south-west of the Hook light-ship, putting both out of action. At five o'clock in the morning torpedo-boat No. 54 was put out of action by two of the enemy's destroyers while trying to make Waterford Harbour. At three o'clock in the afternoon the *Gaisman* and the torpedo flotilla chased and dispersed the destroyers which were patrolling the coast. Torpedo-boats 66, 72, 73, and 74 of the A fleet arrived at Queenstown early on 29th ult., and left again at 11 A.M.

Between midnight and one, on 1st August, a destroyer of the B, or English fleet, entered Queenstown Harbour unobserved, and by means of a searchlight discovered four torpedo-boats of the A fleet. She fired two guns, but did not succeed, as was at first supposed, in putting out of action the four torpedo-boats. After her exploit the destroyer remained on the watch outside, and in order to escape her should she make another dash in, two of the torpedo-boats proceeded to the Eastern estuary, and a third—No. 72—which was undergoing repairs to the eccentric strap of her fan engine—hid herself under the military side of Haulbowline Island. The latter vessel, however, was espied by the destroyer *Ferret*, of the B squadron, which dashed into the harbour at full speed at four o'clock on the afternoon of 1st inst., and being unobserved by those on the torpedo-boat, who thus had no time to discharge a torpedo, fired two guns at the boat and disabled her. Torpedo-boat 68 also narrowly escaped capture, but managed to get away by the back channel between Haulbowline and Rocky Island. The *Ferret* then proceeded to sea, steering an easterly course. The incident caused great excitement at Queenstown.

The battle between torpedo destroyers and torpedo-boats grows very interesting, and so far the vessels of the B fleet appear to have an advantage. The naval authorities and the officer acting for the Intelligence Department are fully informed of every move, and the results, it would seem, fully justify the ideas of the originator of this form of tactics, and it is stated that the operations thus far will materially affect future policy with regard to boats and destroyers. — *L. & C. Express*.

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"

ACCOUNT OF THE

1899 RACE MEETING

with TABULATED STATEMENTS OF PLACES and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS.

Only a limited Number printed. Send Orders early to

The Manager, "HONGKONG TELEGRAPH" OFFICE, 59, Queen's Road Central, Hongkong, 6th March, 1899.

Entertainment.

REQUESTED BY EVERYBODY.

"AS YOU LIKE IT."

OPEN-AIR VOLUNTEER PARADE GROUND.

SATURDAY NIGHT, September 9th.

JANET WALDROF'S COMPANY

and MEMBERS A.D.C.

WELSH FUSILIERS' BAND.

MALE QUARTETTE.

BIG PRODUCTION.

PRICES:—\$1, \$2 & \$3.

All Soldiers and Sailors 50 cents.

Reserved Seats at ROBINSON PIANO Co. Hongkong, 6th September, 1899. [1132a]

Auctions.

GOVERNMENT NOTIFICATION.

No. 475.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 26th August, 1899. [1130a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Tai Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Tai Kok Tsui.	56 ft. 6 in. by 13 ft. 6 in.	4,083	88	4,083

GOVERNMENT NOTIFICATION.

No. 476.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3.15 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 26th August, 1899. [1131a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Barker Road.	1200 sq. ft. by 130 sq. ft. by 30,000 sq. ft.	178	6,000	

GOVERNMENT NOTIFICATION.

No. 477.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3.30 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 26th August, 1899. [1132a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Queen's Road Central, near Tai Wo Temple.	30 ft. 6 in. by 60 ft. 6 in.	1,000	50	900

GOVERNMENT NOTIFICATION.

No. 478.

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Colonial Secretary's Office, Hongkong, 26th August, 1899. [1132a]

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND SINGAPORE.

THE Steamship.

"FLINTSHIRE."

Captain Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 1st September, 1899. [1115a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., *ex S.S. Aradria*. From Persian Gulf, *ex B. I. S. N. and B. & P. S. N. Co's Steamers*.

Special Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 2nd September, 1899. [1115a]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING."

are hereby notified that their Goods are at their risk if they are not landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Goods remaining unclaimed after the 11th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 4th September, 1899. [1115a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 13th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 4th September, 1899. [1124a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TRIESTE,"

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 12th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 5th September, 1899. [1128a]

NOTICE TO CONSIGNEES.

S.S. "JOHN SANDERSON,"

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 2 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 6th September, 1899. [1127a]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Company's Steamship

"NANCHANG."

Captain Finlayson, will be despatched as above TO-MORROW, the 8th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th September, 1899. [1075a]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENVENUE."

Captain Potter, will be despatched as above on or about the 8th September.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th August, 1899. [1066a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Dodd, will be despatched as above on FRIDAY, the 8th instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

